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## CENTRAL INTELLIGENCE GROUP

~~INTELLIGENCE REPORT~~

130730

COUNTRY USSR

DATE: 25X1A6a

INFO. [REDACTED]

SUBJECT Factories, Mines, and Power Plants

DIST. 24 November 1947

PAGES 18

ORIGIN 25X1A6a

SUPPLEMENT

[REDACTED]

25X1X6 Attachments: 2 sketches

### GENERAL

#### 1. Ministry of Automobile Industry (July 1946)

Location: Moscow, Neglina 23

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Minister: Aleksandr Nikolaevich Akopov, a Russian. ( [REDACTED] Comment:  
Previously reported as Stepan Akopovich Akopov, March 1947.)

The Ministry is divided into seven departments, as follows:

##### a. Glav Avto-ZIS (Chief Administration, ZIS Automobile Industry) (ZIS: Zavod imeni Stalina)

Chief: Aleksandr Akopov, a Russian.

All factories bearing the name Stalin are under the control of this department.

##### b. Glav Avto-Traktor (Chief Administration, Automobile-Tractor Industry) Most but not all of the factories under this department are located in the Urals (Sverdlovsk, Chelyabinsk, Stalingrad).

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##### c. Glav Moto-Velopro (Chief Administration, Motorcycle and Bicycle Industry) To this department belong such plants as the large motorcycle factory at Irbit (see [REDACTED] and the bicycle factories in Lvov, Kiev (prob- ably the motorcycle factory mentioned in [REDACTED] paragraph 20), Petrovsk, and Ulyanovsk.

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##### d. Glav Podshionik (Chief Administration, Ball-bearing Industry)

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Only two factories belong to this department, one at Nizhni Tagil  
and one in Moscow. ( [REDACTED] Comment: Cf. paragraph 14c below,  
which reports one at Saratov also. The plant in Moscow is probably  
the Kaganovich Ball-bearing Factory, although there is another ball-  
bearing factory in the area, the Gubna works, 13 kms west of Moscow;  
see [REDACTED]

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##### e. Three unidentified departments.

#### 2. Ministry of Electrical Industry (July 1946)

Department of Telephones.

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Class. [REDACTED]

Auth: [REDACTED]

Date: [REDACTED]

By: [REDACTED]

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- b. Department of Radio Production.
- c. Department of Insulation Materials.

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3. Ministry of Textile Industry (April 1946)

Chief: Akimov

Comment: I. N. Akimov is listed as one of the Vice-Ministers of the Textile Industry, as

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The Ministry of Textile Industry had 200 experts at its disposal who were on call by various factories in the Soviet Union. ( )  
 Comment: It is not clear from the original text whether the 200 experts were at the disposal of the Ministry in general or were responsible only to Akimov.) Travel authorizations for these experts were signed by Akimov. As one of these experts, source traveled extensively throughout the country. ( ) the following important textile centers:

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- a. Tashkent: Estimated total of 60,000 workers in the textile industry.
- b. Stalinabad: About 3,000 workers.
- c. Leninabad: Silk combine with about 3,000 workers. (See below, paragraph 47b.)
- d. Fergana: About 3,000 workers. (See ( ), paragraph 5)
- e. Alma Ata
- f. Samarkand
- g. Frunze

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EUROPEAN RUSSIA4. APSHERONSKAYA, Krasnodar Krai (44°28'N, 39°45'E)

A new American-made 18,000 HP generator was installed in the winter of 1944-45 in the power plant at Apsheronskaya, which serves nearby oil wells. Another generator, more powerful, was already in operation at that time.

5. BOROVICHI (58°22'N, 33°56'E) (May 1946)

- a. Coal Mines Nos. 102, 103, 105, 106, 107, 108, 109, 110.

These are not large mines and altogether employed only 3,500-4,000 workers in May 1946. Their average daily production is 10-25 tons of very poor quality coal. The mines receive power from the Borovich power plant.

- b. Power Plant

Located 2 kms east of Borovich. It has four 850-volt turbines which are operated by American-made diesel engines.

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6. ENGELS (51°25'N, 46°10'E)

Britski Railroad Car Factory No. 261

Employed 2,000 to 3,000 workers in May 1946 and manufactured only box cars.

7. GORKI (56°15'N, 43°08'E)

a. Sawmill near Gorki

Located 30 kms east of the Volga River in Dorski Raion. Employed about 500 workers in April 1946 and furnished raw material to a factory in Gorki.

b. Tank Factory

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Daily production was 35 to 40 T-34 tanks as of 15 October 1946. PWs from Camp 117/6 were employed in this factory. (See [REDACTED] paragraph 2).

c. Industrial Trust

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The tank factory mentioned above is part of a huge industrial trust to which 25 guilds or corporations belong, each of which possesses 12 or 13 high ovens. Also belonging to this trust are a shipyard for submarines and motor torpedo boats, an airplane factory, a truck factory, and one or more weapons factories. (Comment: Reference is probably to the Krasnoe Sarmovo Shipyard, Aircraft Factory No. 21, and the Volotov Automobile Factory.) [REDACTED] observed two submarines and three motor torpedo boats under construction in the shipyard, which is on the Volga, prior to 15 October 1946.

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8. IZIEVSK, Udmurt SSR (56°48'N, 53°10'E)

a. Ammunition Factory No. 71

Produces small arms, artillery ammunition, and aerial bombs. As of September 1946, employed 30,000 workers.

b. Ammunition Factory No. 74

Produced small arms, artillery ammunition, and aerial bombs until February 1946, when it was converted to the production of motorcycles and hunting rifles.

c. Factory No. 155

In April-May 1946, produced machine guns at the rate of 700 every 24 hours. The factory has its own power plant.

d. Factory No. 46

A metal foundry producing parts for agricultural machinery and employing approximately 800 workers in mid-1946.

e. Factory No. 524

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Manufactures "Maxinka" machine guns and has 25 sections. [REDACTED]

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[REDACTED] From October 1945 to mid-1946, Section 12 employed 300 workers in two 8-hour shifts, six days a week. This section

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finished cartridge belts which arrived already cut in strips 13 meters long and 30 cms wide (sic). Steel guides were made in Section 12 and placed on the bands at intervals of 5 cms. Hour-time production of the section was 1,000 bands per 24 hours, although the norm set for the section was only 1,400.

f. Oil research has been conducted in Malaporginski Raion, 35 kms from Izhevsk, since the end of 1945.

9. LEPNET, Voronezh Oblast (52°39'N, 39°38'E)

a. Iron ore mines. No details. (April 1946)

10. POUNGOVSK (6°55'N, 32°59'E)

Chrome-nickel Foundry

Employed a total of 4,000 to 5,000 workers in three shifts in 1941-42. The foundry had ten ovens, each of about 500 kgs capacity, and produced an average of twelve flat-cars of nickel and chrome every 24 hours.

11. YSCOV 25X1X6

a. M.Z.Sh.S. - Moskovski Zavod Stal'noykh Stankov (Moscow Grinding Machine Factory) ( ) s Moskovski Stankostroitel'nie Zavod)

Location: Otkryabrski Raion.

25X1X6

that the number of employees at that time was 5,000-6,000. During the war this factory produced machine tools and lathes of various types. Since the cessation of hostilities, it has been converted to the production of drilling, grinding, and polishing machines. The plant is guarded and is divided into ten sections. Workers from one section are forbidden to enter another section.

b. Electric Power Plant

Built in 1941-42. Located on the Moscow canal near the Kiev railroad station.

c. Chemical Factory

Located on Faberovskaya Street, next to the power plant. Employed about 2,000 workers in July 1946. This factory receives large quantities of coal and a soda-like white powder. Workers have a yellowish color on their hands and faces; after they wash their hands, the residue of the chemicals stings. During the excavation for the neighboring power plant, part of the newly excavated soil became ink-blue from residues from the chemical factory.

12. PAVLOVO, Gor'ki Oblast (55°55'N, 43°05'E)

a. Stalin Factory No. 467

Formerly part of an automobile factory, this plant was transferred from Moscow. Employed about 3,000 workers in two 10-hour shifts as of April 1946. From 1942 till the end of the war, it produced wire-cutting scissors, screws for tanks, bolts, etc. After the cessation of hostilities, production was converted to unidentified machine-tool goods.

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~~CONFIDENTIAL~~b. Stalin Factory No. 333

Employed about 8,000 workers in April 1946. It was rumored that the factory would be returned to Moscow.

c. Zdainski Zavod

Employed 5,000 workers in three shifts and manufactured Zenit anti-aircraft guns during the war and up to March 1946.

13. PENZA (53°10'N, 45°E) (April 1946)a. Population: Over 200,000.b. Factory No. 50

Employed over 30,000 workers in three shifts. This factory formerly produced "ZIV" watches; in April 1946, two-thirds of the plant produced military material, including Katyusha parts, and one-third continued to manufacture watches.

c. Factory No. 169

Employed 3,000 workers in three shifts. This was formerly a furniture factory. At present it continues to manufacture furniture but also does repair work on aircraft.

d. Factory No. 740

Employed 3,000 workers in three shifts. This was formerly a chocolate factory, but during the war it was converted to the manufacture of bombs. It had resumed the production of chocolate by April 1946 but continued to manufacture bombs.

14. SARATOV (51°30'N, 45°55'E) (See Sketch A at end)a. Factory No. 44

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Produces tank parts. Employed about 3,000 in May 1946.

Comment: Possibly the factory mentioned in [redacted] paragraph 4a.)

b. Kreking Zavod (cracking plant)

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During the war this plant, one of the largest in the USSR, was called Factory No. 416; later, the name was changed to Factory No. 64; by May 1946, the name had been changed to Kreking Zavod.

Location and lay-out: Located on the right side of the Volga, near the railway bridge. The gigantic installation includes six large tanks measuring about 150m. long, 120m. wide, and 6.5-7m. deep. Between these tanks and the Volga are a large number of smaller tanks for oil. The tanks and the refinery itself are situated on rising ground. At the peak of the hill is a research station. The buildings of the refinery and the research station lie 1 - 1.5 kms from the river. Originally, the installation included six cracking plants, but it was heavily damaged by bombs during the war. By late May 1946, the greater part had been restored and four cracking plants were in full operation; the other two were expected to resume operations shortly thereafter.

Personnel

Director: Mayorov, a Russian. Has held this position for a long time; Order of Lenin twice; is well known in Russia because he personally accompanied the gasoline to the

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front during the war, for which action he was decorated.

Workers: More than 10,000 in June 1946.

**Production:** When all six cracking plants are in operation, the capacity of the plant is 1,000 tons of high-grade rose-colored aviation gasoline per 24 hours. The installation also produces various types of oil and paraffin, and the research station produces chemicals. Most of the production is shipped by rail; only small quantities are shipped by water.

**Supply:** Until 1943, oil arrived at Saratov from Baku by Volga River transport. Since the completion of the Baku-Saratov pipeline in 1943, the oil for Saratov has been brought by this means. This pipeline, which lies between the railroad line and the river, runs from Astrakhan, east but not through Stalingrad, to Karsel'yn, Uzbak, and Saratov. There are several compressed air booster stations along the line.

c. Saratovskiy Zavod Sharikopodshchikov No. 3 (Saratov Ball-bearing Factory No. 3)

25X1A6a

The first factory of this kind is located in Moscow, the second in Central Asia (sic). (Current: See above, paragraph 1-d.)

**Location:** About halfway between the city of Saratov and the refinery described above, but farther from the Volga. The factory grounds cover about 7 hectares. In 1942 it was partially destroyed by German bombs but it has long since been rebuilt; by June 1946 it was in full operation again. Two of its present buildings are new constructions and two have existed for some time.

**Personnel:** 15,000 workers divided into three shifts in June 1946.

**Production:** All types of ball-bearings. This is the largest ball-bearing factory in the USSR.

**Utilities:** The plant is operated by electricity and natural gas. Electric current is supplied by the TEZ, located 3 kms from the factory.

25X1A6a (Current: According to information September 1946, this plant is being enlarged.)

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d. TEZ (electric power plant)

Located about 3-4 kms from the ball-bearing plant, in the direction of the town, near the Volga. This plant employed 4,000 to 5,000 workers in June 1946. Before the war, its fuel consisted entirely of wood shavings from the sawmill. By June 1946, it had been equipped to operate on coal, also, but its principal fuel remained wood shavings. The power produced here exceeds 120,000 V.

e. Sawmill

A gigantic sawmill lies near the TEZ in the direction of the Volga. Wood arrives by boat and is unloaded and reloaded on the bank of the river. (June 1946)

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25X1A29f. Aircraft Factory "Morhain Zavod"

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Location: Between a railroad bridge and the T.M., near the Volga. German bombs did great damage to this plant but it was completely rebuilt in six months. The plant covers about 15 hectares.

Personnel:

Directors: Engineer Levin; came to; studied in Germany before the war.

Workers: 30,000 in June 1946.

Production: All parts for fighter airplanes except the engines. Average production in June 1946: 10 planes per 24 hours.

15. SOVIET UNIONa. Kodunskaya Factory No. 22

25X1X6  
The factory employed only about 5,000 workers in March 1946. According to another source, it employed 20,000 to 25,000 workers between 1943 and February 1946 and manufactured gun barrels for the "Drogovaya Artillery". The gun barrels measured up to 3 m. in length and 35 cm. in diameter. The plant suffered almost total destruction during the war but was partially restored in 1943. Full restoration was begun by Construction Trust No. 53 in 1944 but had not been completed by the end of February 1946. In 1945, large transports of German machinery arrived at the plant. The machines were the "Krupp" and the electric motors and instruments were marked "AEG". Most of the machinery had previously been used. The last shipments consisted of complicated apparatus and various technical installations, including manipulators capable of performing six different operations. The manipulators were of American origin and bore the name "Illinois"; each contained six motors marked "General Electric". The manipulators were operated as underground (stationary?) cranes.

b. Krasni Oktyabr (Red October) Factory (iron and steel works)

Had been partly reconstructed by March 1946 and was producing sheet metal and wire with about 11,000 workers.

c. Stalinskii Traktorni Zavod (Stalin's Tractor Factory)

Had been partly reconstructed with American machinery and was producing tractors with about 15,000 workers in March 1946. The factory has its own power plant, which produces 30,000 KW/hr, but it is also connected with the city power plant. (Washington Current: See SC-5416, paragraph 1, for previous reports on the above three factories. See also SC-1556 and SC-2152 on the Red October factory.)

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16. MYAROVSK (Mirbirek) (44°15'N, 48°25'E)a. Tractor Plant (ZIS)

Was evacuated from Moscow to Myarovsk. Had about 7,000 to 10,000 workers at the end of 1943 and produced automobile parts. The factory has its own power plant, producing 20,000 KW per hour, but so a current is available also from the city power plant. According to another source, who says that this is only a section of the ZIS factory from Moscow, the factory employed approximately 20,000 workers in three shifts in 1943 and assembled motor vehicles from parts which were almost all of American origin.

b. Amunition Factory No. 25

Manufactures small caliber cartridges and employed about 5,000 workers in 1943.

c. Amunition Factory No. 40

Comprises about 100 sections. Employed approximately 10,000 workers in 1943. All machinery was virtually new in 1943 and bore American names such as "Cincinnati". A single worker operates several machines.

d. Factory No. 200

Produces airplane instruments. Employed about 2,000-3,000 workers at the end of 1943. The factory is in the center of the town and receives electric current from the city power plant.

17. VARNITSE, Ivanovo Oblast (56°06'N, 40°22'E)

Factory No. 303: No details, March 1946.

18. YERNOV (51°20'N, 48°20'E)

Railroad Car Repair Shop: Employed about 200 workers in March 1946.

URALS and C. I. I.

19. CHERNOVIL (47°12'N, 36°13'E)

Motor Factory No. 26: No details, March 1946.

20. CHERNOMIR (48°18'N, 25°56'E)

"Gauror" (also Kauror?) Rubber Factory

Located near the edge of Chernovir. In January 1946 this factory produced rubbers and rubber boots for the Soviet Army and employed over 2,000 men. The plant measures 1,000 x 1,000 meters.

21. CHERNIVIL (48°28'N, 36°31'E)

a. Loke factory: Being restored in May 1946.

b. Clock factory: One part of this factory had been restored by the end of 1945.

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22. IZMIR (48°45'N, 37°30'E)a. Stalin Machine Works (Kalinin-Stroitel' named in Stalin)

Reconstructed to 50% of its former capacity by the end of 1945.  
Produced machine tools and mining equipment at that time.

23. NIJNEVA (48°02'N, 37°55'E)a. Odertilusa (sic) Factory

Prior to March 1946, source helped to install a blowing mill in this plant, an old foundry with five furnaces and 25 Martin ovens. According to source, the plant has only four blowing mills. (According to source: In June 1946, the Soviet radio announced that a steel plant at "Kievka" was being reconstructed.)

24. NIJNEVA (47°06'N, 37°24'E)a. Novotalski (New Steel Mill Construction)

Construction company; employed about 8,000 workers in March 1946.

Managers: Foborchik.

25. SAVIT (49°30'N, 23°12'E) (March-April 1946)

- a. Savill "Dobrosl": 1,000 workers.
- b. Savill "Stashan": 300 workers.
- c. Savill "Podbush": 120 workers.
- d. Savill "Shchilki-Tonolnitsa": 140 workers.
- e. Savill near the harbor railroad station: 60 workers.
- f. Six auxiliary mills brought from Czechoslovakia and Germany.

26. NIJNEVA (44°35'N, 33°32'E)Trust No. 5

In charge of port reconstruction. The port was in full operation by March 1946. Trust No. 5 employed about 700 Russians, in addition to several thousand Poles who were used for common labor.

Ukraine27. NIJNEVA (53°58'N, 58°28'E) (April 1946)

- a. Population: about 80,000.
- b. Steel Wire Factory: Employed a total of about 6,000 workers in three shifts. Produced wires of various metals for electric centers and other purposes. This is said by source to be the only factory of its kind in the USSR. In April 1946, it was working at full speed and was still expanding.

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- c. Beloretsk Metallurgical Combine: Occupied about one square mile on the Belaya River. Located next to a hydro-electric plant which obtains its water power from a dam on the Belaya River and which supplies the factory with energy. The factory had two ovens, employed about 8,000 workers, and produced alloys in raw wire form for the wire factory (see above).

28. CHEBARKUL (54°58'N, 60°22'E) (June 1946) Until 1941, this area was forestland.

a. Factory No. 701 and Zlatouststalstroï:

Location: Slightly more than one kilometer from the Chebarkul railroad station; surrounded by woods. A rail connection from the station runs into the factory.

Construction: Factory No. 701 was begun in late 1941 by the Zaporzhestroi. During the first two years of construction work, 15,000-20,000 persons were employed on the project. In 1943, the plant began operating with machines, engineers, and foremen evacuated from Zaporozhe, Ukraine. At the end of 1945, the construction company was renamed Zlatouststalstroï. Two thousand persons were still employed on construction work in June 1946 and the plant was still being expanded. The factory is not to be returned to Zaporozhe.

Administration and Personnel: The administration of Factory No. 701 is entirely separate from that of Zlatouststalstroï.

- 1) Factory No. 701: Main offices: Zlatoust

Director: Karpenko

Employees: About 8,000 in June 1946

- 2) Zlatouststalstroï: Director: Plaksin.

Production of Factory No. 701: Airplane parts.

Facilities:

Two locomotives operate constantly inside the factory grounds. Electric power is brought from Chelyubinsk but the factory also has one auxiliary station.

b. Tractor and Machine Repair Plant

Adjoins Factory No. 701. Was under construction and had not begun operations by June 1946.

29. KAMENSK WTAISK (56°25'N, 41°54'E)

Factory No. 705: Produced tubes (sic) in March 1946.

30. KIZIL (59°03'N, 57°38'E) (July 1946)

- a. Watering point for locomotives.

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~~CONFIDENTIAL~~b. Coal Mines

There are seventeen mines in the Kizelovsk Basin. The mines at Kizel belong to the GRS Pit Construction Trust (GRS-Shakhtastroi Trust) and produce coal of very good quality.

Lenin Pit: More than 6,000 workers. Called "kapitalna".

Pit No. 6: More than 6,000 workers. Called "kapitalna".

Overseer: Novokraishchin, a Russian.

Volodarka Pit: 300 workers.

Pit No. 24: 3,000 workers.

Pit No. 38: 3,000 workers.

Pit No. 40: Employs only convicts.

31. KOPEISK (55°06'N, 61°37'E)Machine Construction Factory No. 25

Employed 4,500 workers in March 1946 and produced mining machinery.

Director: Varzonov.

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32. KRASNOYARSK (59°10'N, 89°10'E) (in Comment: Unlocated but probably between 58° and 59°N and about 60°E, along the Tura River)

Aluminum Factory: No details, May 1946.

33. MAGNITOGORSK (53°10'N, 59°10'E) (See Sketch B at end of report)a. Stalin Metallurgical Combine (March 1946, except as noted)

The number of workers employed are reported variously as 10,000 (May 1946), 25,000 (March 1946), and 60,000 (March 1946). The mills worked in three shifts.

Construction: German and Hungarian IIs began to arrive at the end of 1945. They were employed first in the building of lodgings for the factory workers and later in the building of a steel bridge over the Ural River. In March 1946, they were engaged in construction work at the combine.

Security: A guard is posted every 50 meters around the combine.

Departments and Personnel: About 200 sections.

Director: Grigori Ivanovich Mosov, a Russian. Received an award for good work and in February 1946 was elected deputy from Magnitogorsk.

Chief Engineer: Burtsov, a Russian.

Dorino Section: Six ovens of 2,000 cu. meters capacity each. Four ovens were built in 1944-45 and two in 1945.

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**Martin Section:** Twenty-two Martin ovens.

**Chief:** Dikstein, a Russian Jew.

**Assembly Section:** A few machines received from Germany.

**Coke Section:** Chief: Sudya, a Russian.

**Sheet Metal Section:** In this section there were only machines for rolling sheet iron 6-100mm thick. For thick plate there was only one machine.

**Transportation Facilities:** Finished products from the sheet metal section were dispatched to the Magnitogorsk railway station by 4-wheeled German locomotives. The factory had about 100 such locomotives and about 1,000 railroad cars. About 25 trains of 30-40 cars of 20-30 tons capacity left the factory every twenty-four hours. All transports within the factory grounds, from one section to another, were by rail. All lines were broad gauge.

**Factory Lay-out:** See Sketch B at end of report.

**Production:** Among other things, the factory produced wheels for locomotives.

b. Brick Factory

Produced about 150,000 bricks every twenty-four hours in April 1946. 950 to 1,000 workers.

34. NIZHNI TAGIL (57°59'N, 59°55'E)

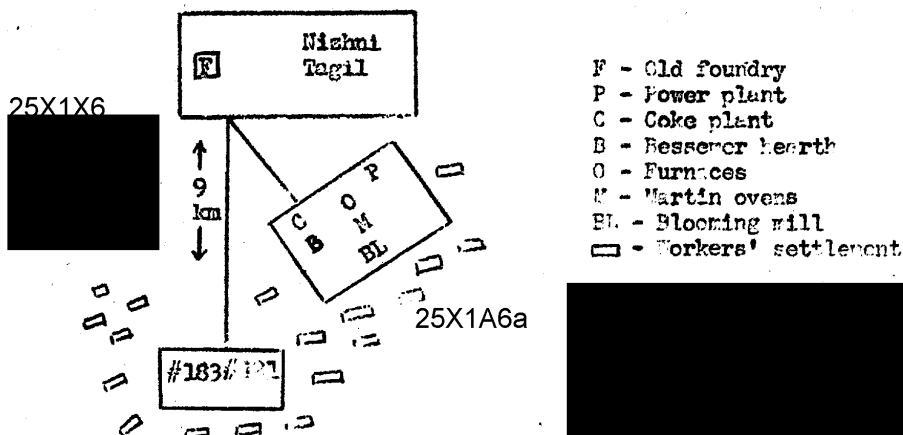
a. Factory No. 183 "Internatsional", also known as Ural Railroad Car Factory

Production for a 24-hour period in 1943 was about 70 to 80 tanks, plus 70 or 80 more which were delivered without being assembled. The tanks had seven wheels on either side. Bomb shells were also produced here. **Comment:** The production figures above are twice the size of those given in paragraph 14, for peak production of this factory in 1944.)

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b. Airplane Factory No. 121

Produced 15 to 20 single-engine fighter planes per day during the war. Factories Nos. 121 and 183 were located on the same site and employed a total of about 30,000 workers in three shifts in 1943.



F - Old foundry  
P - Power plant  
C - Coke plant  
B - Bessemer hearth  
O - Furnaces  
M - Martin ovens  
BL - Blooming mill  
□ - Workers' settlement

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35. ORSK (51°15'N, 58°35'E)

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a. Population: About 150,000 in May 1946.

b. Kreking Zavod No. 228 (refinery)

Location: Several kilometers from Orsk, probably in a northerly direction. The plant covers a very large plot of ground and the refinery buildings and oil tanks are widely dispersed. The installations have been closely guarded since the winter of 1943, when there was a big explosion in the factory.

Director: Changed every two months.

Workers: Several thousand.

Old Plant: Existed before the war; still in operation.

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New Plant: Construction was begun in 1943 with the aid of American engineers (see [redacted] paragraph 2). The plant was completed and put into full operation shortly before April 1946. Three or four of the American engineers were still there in the spring of 1946. Plant installations, machines, and methods are all very modern and are of American type. Oil is brought in by pipeline.

c. TEZ (power plant)

A large power plant which was to supply electricity to the refinery was almost completed in April 1946 and was to be put into operation in May 1946.

36. POLONNIKA (58°57'N, 57°35'E) (May 1946)

Coal Mines: All three are located near the town.

Pit No. 4: 1 to 1½ km from the station. Overseer: Belinkov. 1,500 workers in three 8-hour shifts. Norm: 520 tons (per day?). Actual production: 460-480 tons. Depth: 1,000-1,500 meters.

Pit No. 5: 1,000 workers in three shifts. Depth: 1,000-1,300 meters.

Pit No. 13: 600-800 workers in three shifts. Depth: 1,000-1,300 meters.

No other industry in this town.

37. SEVERE I UGAL mountain range (64°N, 59°E to 66°30'N, 63°30'E)

Bauxite Mines

Employed about 10,000 workers in May 1946. Each shaft produced about 160 to 180 tons of bauxite ore in an 8-hour shift with 80 workers. Each shaft had two levels. New shafts were being opened all the time.

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## 38. VERESHCHAGINA (See comment below)

about 25 kms from Voroshchagina (sic) is the Ouski Zavod, which produced rifles during the war but was converted to the production of consumer goods of unidentified types after the cessation of hostilities. In March 1946, the factory employed about 1,500 workers. Comment: There are several towns named Vereshchagina, the most likely of which is in the Urals, at 56°05'N, 54°40'E. About 25 kms south of Vereshchagina is the settlement of Ocher. This suggests that the correct name of the factory may be Ocherski Zavod.)

25X1A6a

## 39. ZLATOST (55°20'N, 59°40'E)

a. Stalin Metallurgical Works

Employed about 15,000 workers, as of April 1946. According to a former employee in the bookkeeping section, the plant produced an average of 50,000,000 rubles worth of steel and iron per month at 2,000 to 30,000 rubles per ton, depending on the quality.

SIBERIA

## 40. OMSK (55°15'N, 73°25'E)

a. Porsheh Zavod (pump or piston factory)

Location: Krainaya May 72

Employed about 800 workers in May 1946 and manufactured cylinders for pumps and tractors. This factory was assembled from equipment evacuated from factories in Kharkov, Odessa, and Kiev. Electricity is supplied by a power plant in the town of Omsk.

b. Construction Trust No. 1: No details. (March-April 1946)c. Construction Trust No. 2: Employed 80,000 workers in March 1946. From the time of its formation, the chief of this trust has been Rudenko. The trust constructs military installations and materiel.d. Aircraft Factory No. 20: Located 10 kms in a straight line (direction not stated) from the Omsk railway station. Employed several thousand workers in March-April 1946 and produced single-motor fighter planes.e. Factory No. 74: Produces artillery shells. (March 1946)f. Airplane Factory No. 164: Still producing planes in May 1946.g. Tire factory: Located 3 kms to the right of the exit from the Omsk railway station. The factory occupies a large red brick building and produces rubber and tires. (March-April 1946)~~SECRET~~~~CONFIDENTIAL~~

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- h. TEZ (electric power plant): Located about 500 meters from Factory No. 174, on the other side of the railroad. (April 1946)
- i. Vorostilov Tank Factory No. 174: Formerly a large locomotive factory. Converted in 1942 to the production of tanks.

Location and lay-out: Lies about 200 meters east of the Orsk railway station. The grounds, which are 1,000 meters long, reach as far as the freight yard and are surrounded by a wooden fence which is patrolled by armed guards. Watch towers at the corners of the grounds are manned by guards. There is a lake measuring 300m. x 500m. inside the grounds.

Personnel (April 1946): All important positions are held by members of the Communist Party.

Director: Major General Zadorozni, a Russian, who received the Red Banner of Labor (eagle) in 1945 for excellent work.

Deputy Director: Genesin.

Chief Engineer: Vasiliev, a Russian.

Foundry Engineer: Volokhoi, a Russian.

Political Representative: Kharenko.

25X1X6

Workers: [REDACTED] the factory employed 30,000 workers in 1944, but by April 1946 the complement had been reduced to 15,000, divided into three shifts. Another source reports that there were 25,000 to 26,000 workers, mostly men, in April 1946. A third source, who seems to know much less about the factory than either of the others, says that there were over 5,000 employees in March-April 1946.

25X1X6

Production: [REDACTED] the factory produced twenty tanks, each weighing 35 tons and all of one kind, every 24 hours in April 1946. Another source says that the monthly production as of April 1946 averaged 300 T-34 tanks, weighing 32 tons each. According to the second source, this is the fourth and most efficient type of tank produced in this factory since 1942; production of this type began early in April 1943. Source describes the model as having a long-barreled cannon, 4-5cm. thick armor plate on the body, and 7-8cm thick plate on the turret. The tank turrets often break during the hardening process, creating a constant shortage. When there is a shortage, other turrets are shipped in from Mikhni Tagil.

Departments: According to one source, the factory has 40 departments. According to another, it has 22 or 23 departments.

- 1) Foundry: Has five large American furnaces and employs 350 men. Here old iron is melted down and poured into molds.

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- 2) Metal department: Has five large American furnaces for the melting down of old tank parts, scrap iron, copper, and bronze. This department makes castings of tank turrets (Koepe), each weighing 5 tons. These are placed on rail cars by conveyors and transported to the mechanical department.

25X1A6a

(Comment: It is impossible to tell from the original text whether the foundry is the same as or in addition to

25X1X6

the furnaces is about 300m. long, 10m. high, and 10m. wide. Most of the material that is melted down consists of tank cannon. Before melting, parts are crushed by a heavy iron ball which is dropped by a crane from a height of 20m.)

- 3) Department No. 2: Unidentified; about 400 workers.
- 4) Department No. 5: Unidentified; about 500 workers.
- 5) Department No. 12: Produces "Potter" and "Baschen" (chassis and turrets?).
- 6) Department No. 13: Tank assembly shop; about 1,000 workers.
- 7) Department No. 14: Tank assembly shop; about 500 workers.
- 8) Department No. 17: Lathes.
- 9) Department No. 18: Punching machines and hardening of tank parts. Departments 12, 17, and 18, with a total complement of about 4,000 workers, are grouped together under Director Yezov and are referred to as a "montazhni tsikh"

25X1A2g

- 10) Mechanical department: Finishes all parts.

- 11) Sawmill:

Utilities: All transports between departments are by rail cars. Finished tanks are removed from the factory by rail.

41. SAIAI, Kencrovo Oblast (54°15'N, 85°50'E)

Old coal and zinc mines employing 500-600 workers in March 1946.

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42. URAISK (51°10'N, 51°29'E), Kazakh SSR

Factory No. 231

Employed about 2,000 workers in June 1946 and manufactured airplane parts and globe-shaped mines about 50cm in diameter. At the time source left the factory, it was rumored that the factory would be converted to the production of civilian goods.

43. KOKAND (40°30'N, 70°50'E), Uzbek SSR

Montan Wax Mine: Located 37 kms from Kokand. In full operation with 1,000 workers in May 1946.

44. BELOVODSK, Kirgiz SSR (near Frunze; unlocated)

a. Sugar Factory

Construction of a new sugar factory began in 1943 and was completed in 1946 but the factory was not yet in operation as of April 1946.

45. FRUNZE (42°45'N, 74°40'E), Kirgiz SSR

a. Population: 130,000 to 140,000 in May 1946.b. Factory No. 60

Located on the outskirts of the town. Employed about 40,000 workers in March 1946. Manufactured artillery guns and shells of various calibers. [redacted] who agrees on the nature of production, the factory employed 5,000 to 6,000 workers during the war and had about half that many employees in May 1946.

c. Meat Cannery

One of the largest meat canning plants in the USSR, employing about 6,000 to 7,000 workers in May 1946.

46. NEBIT DAG (39°25'N, 54°39'E), Turkmen SSR. (
- Washington Comment:
- Given on some maps as Neftedag; shown on World Aeronautical Chart, A.F., as Dala-Ishen Station on Ashkhabad-Krasnovodsk railroad line.)

An area about 40 kms. in diameter around this town contains numerous oil wells. Source, who worked there in April 1943 as a driver, states that the daily oil production of the area at that time was about 30 to 40 railroad tank cars per day. All of the oil was taken to refineries in the Krasnovodsk area (see [redacted] paragraph 2).

47. DUSHANBE (40°20'N, 69°40'E), Tadzhik SSR 25X1A2g

a. Clothing Factory: About 1,500 workers in April 1946.b. Silk Combine

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c. Canning Factory

25X1X6

UNLOCATED

## 48. ANZERKA

Coal Mines: Employed about 5,000 workers in March 1945.

25X1A6a

## 49. BATOINSKI RAZVESY

Coal Mines:

Open pit mines exploited with the use of excavators. The coal seam is only two yards below the surface. (May 1946)

## 50. PUFAROV

Cotton Mill: No details, April 1946.

## 51. IVANOVSK (not stated which one)

Gasoline refinery: No details, March 1946.

## 52. KATISHKI, Valdimirskaya Oblast (sic; Vladimir area, Ivanovo Oblast?)

Jacob Sverdlovsk Textile Factory

Employed about 10,000 workers in January 1946 and produced vigogne cloth and shoddy fabrics.

## 53. POSYLOK (Reportedly 8 kms from Zaporozhe, but unlocated on available maps and timetables.)

a. Meat canning factory: Employed about 2,000 workers in March 1946.b. Aluminum factory: No details, March 1946.

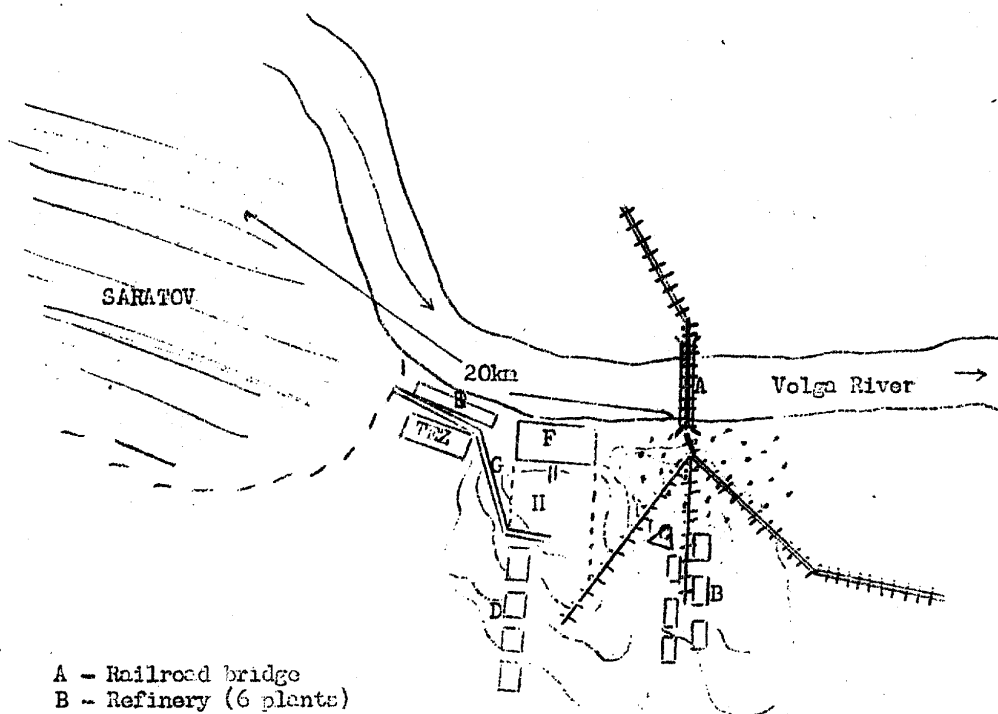
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SKETCH A: Industries at Saratov (51°30'N, 45°55'E)



- A - Railroad bridge
- B - Refinery (6 plants)
- C - Refinery research station
- D - Ball-bearing Factory No. 3
- E - Sawmill
- F - Aircraft Factory "Kombain Zavod"
- G - Road
- H - Airfield

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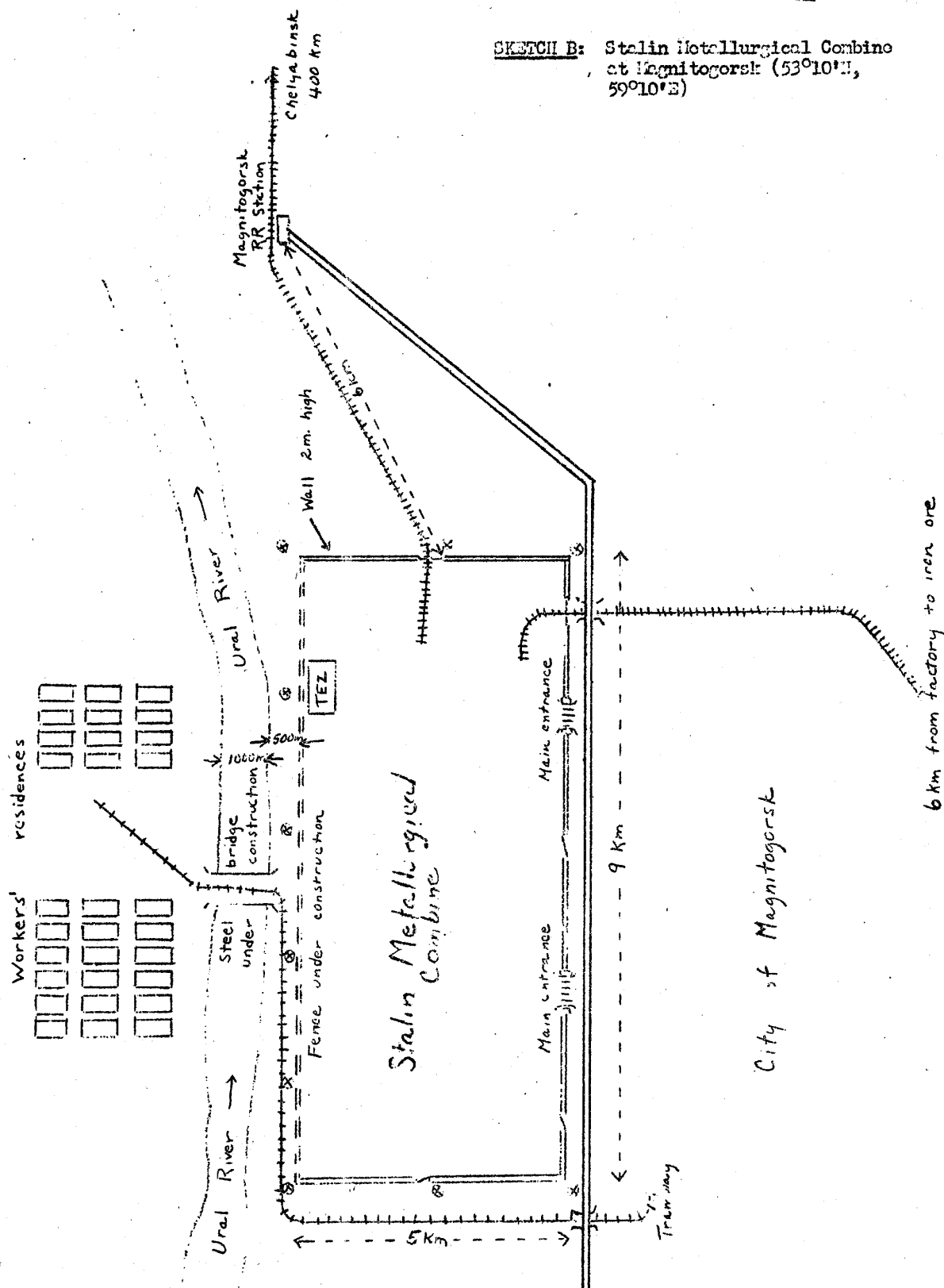
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SKETCH B: Stalin Metallurgical Combine  
at Magnitogorsk (53°10'N,  
59°10'E)



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